

Don't Miss **FREE Cat-Foot Shoe Offer** on Back Cover.

# THE TEAM OWNERS REVIEW

RECEIVED

JUN 3 1912

U. S. Department of Agriculture

U. S. Department of Agriculture



1902

1912

JUNE, 1912

THE TEAM OWNERS REVIEW.

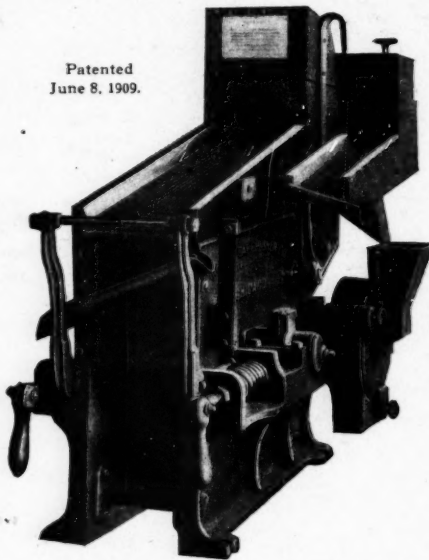
# SOMETHING NEW

A Corn Cracker attachment for our Oat Crusher  
guaranteed to perfectly crack corn, and not  
make to exceed **THREE** per cent. of meal. :

**NOTHING LIKE IT ON THE MARKET—Simply Perfect—Perfectly Simple.**

Patented  
June 8, 1909.

Combination  
Oat  
Crusher



And  
Corn  
Cracker

**Built in All Sizes, for Belt Drive, or with Direct Connected Motor.**

**Our Guaranty**—We can save you absolutely 15 per cent. on your feed bill, and put your horses in better condition in every way—a crushed oat diet will do it.

**Our Prices—The Lowest**—commensurate with thoroughly high grade products, built on scientific lines, and proven by the test of years. **Ask any man who owns one. Or, Better Still,** we will ship you our Oat Crusher, with or without Corn Cracker attachment, on trial subject to your approval.

Agencies in all Principal Cities.

**GIBSON OAT CRUSHER CO.** 1530--1532 McCormick Bldg.,  
CHICAGO, U. S. A.

Patentees and Sole Manufacturers.

Write For Catalogue F.

**WE WANT LIVE AGENTS—LIBERAL COMMISSIONS.**

**“Take a Chance” on a “Make Good Basis”**

*When answering advertisements please mention THE TEAM OWNERS REVIEW.*

# THE TEAM OWNERS REVIEW

A MONTHLY JOURNAL PUBLISHED IN THE INTEREST OF THE TEAM OWNER AND MOTOR TRUCK OWNER  
OF THE UNITED STATES AND CANADA.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURGH POST OFFICE

Vol. XI

PITTSBURGH, PA., JUNE, 1912

No. 6

## THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF  
THE NATIONAL TEAM OWNERS ASSOCIATION  
AND  
AMERICAN TRANSFERMEN'S ASSOCIATION.

PUBLISHED ONCE A MONTH

AT  
705 RENSHEW BUILDING,  
PITTSBURGH, PA.

BY  
THE CONSOLIDATED PUBLISHING COMPANY, INC.

ERNEST H. HEINRICHS.....PRESIDENT-EDITOR.  
S. ZINSMEISTER.....SECRETARY.  
W. D. QUIMBY..NEW ENGLAND REPRESENTATIVE.  
79 Portland St., Boston.

THE TEAM OWNERS REVIEW is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming," to which belong Transfer Companies, Express Companies, Truckmen, Carters, Hauling Companies, Livery Stable Owners, etc., etc.

### TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.

To Foreign Countries, \$1.50 per year.

If you wish your address changed, be sure to give the old as well as the new address.

### ADVERTISING.

Card of rates sent promptly on application.

Orders for new advertising, or changes intended, should reach this office not later than 15th of month, to insure insertion in the current number.

### CORRESPONDENCE.

Please mail all correspondence for publication, so as to reach publication office by the 15th of month.

Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,  
PITTSBURGH, PA.

The outlook for another successful convention appears to be in every way exceedingly auspicious. Whatever information we have been able to obtain so far leads us to form this conclusion. The committees in Cleveland have all worked earnestly and energetically to do their share, and the administrative officers of the association will be able to report to the delegates upon a number of matters of a very interesting nature. And above all President Goldberg, we are sure, will be able to

The National Team Owners' Association.

### Officers:

Isaac Goldberg, New York City.....President  
W. H. Fay, Cleveland, Ohio....1st Vice President  
Chas. J. McDermott, Phila., Pa., 2nd Vice President  
W. J. McDevitt, Cincinnati, Ohio.....Treasurer  
Frank F. Tirre, St. Louis, Mo.....Secretary

American Transfermen's Association.

### Officers:

J. C. Howell, Chattanooga, Tenn.....President  
J. M. Dunn, Richmond, Va.....1st Vice President  
W. J. Daunt, Bay City, Mich....2nd Vice President  
Jesse O. Wells, Des Moines, Ia.3rd Vice President

## OFFICIAL NOTICE.

Owing to unexpected circumstances which have made it imperative to change the date of holding our National Convention this year, all Team Owners Associations are hereby notified, that the same will take place on Monday, June 24, Tuesday, June 25 and Wednesday, June 26, 1912, at the Hollenden Hotel, Cleveland, Ohio.

By order of the Board of Directors,  
Isaac Goldberg, President.

present a report to the delegates which will convince them that they, in electing him last year to the highest office in the organization, rendered the team owners a very great service.

\*\*\*

In view of the fact that the next issue of THE TEAM OWNERS REVIEW will contain a full report of the proceedings of the Cleveland Convention, and as there is always an unusually great demand for copies of that issue, team owners all over the

## THE TEAM OWNERS REVIEW.

country, who are not regular subscribers, will do well to send in their subscription immediately. These team owners conventions are now a regular annual institution, and the transactions are of the utmost interest to every individual engaged in the trade. No one can afford to miss the next issue of THE TEAM OWNERS REVIEW.

\*\*\*

President Goldberg gives further proof that he intends to make the first year of his administration a record breaker, at least as far as increasing the membership in the National Association is concerned. He has now brought the Geneva Team Owners Association of Geneva, N. Y., into the fold.

\*\*\*

We believe if the Pittsburgh Team Owners Association had been a member of the National Association, its delegates to the various National conventions would long ago have learned how and why they ought to increase their hauling rates. The National Association has helped the condition of every team owner in those cities where the local Team Owners Association is a member of the National body.

\*\*\*

The team owners of Pittsburgh have been a long time making up their minds that they were not getting enough pay for their services, and now that they have come together on that point we hope they will all make up their minds to stick it out.

### A CORDIAL INVITATION.

Arrangements for the National Convention to be held in Cleveland are about completed. We wish now to invite all team owners and their wives or best girls to attend the convention as guests of the Cleveland Team Owners Association.

Our city has grown to be the sixth city in size and also one of the most beautiful in the country. And, further than this, we think we have not lost our good reputation for hospitality. However, we shall try in the best possible manner to make it pleasant for those who come. Under these circumstances, we

expect a very large attendance and a good time along with the work of the convention.

The following members were elected delegates to the convention: Mr. Charles C. O'Brien, Mr. D. F. Bevington, Mr. R. B. Hanna; alternates, Wm. F. Peters, J. Becker and A. L. Abbey.

W. H. FAY,

Vice President N. T. O. A.

### PROGRAM FEATURES.

While the accurate and particular details of the convention program have not yet been definitely decided upon it has been learned that the convention promises to present matters fraught with the utmost interest to every team owner. Apart from the entertainment features, which may be safely left to the Cleveland hosts, whose reputation for hospitality is proverbial, the business end of the meetings promises to be more than usually absorbing. There have been arrangements made for a number of important papers, which are to be read, among them being one on the Electric Motor Truck by a representative of the General Vehicle Company of New York City.

### ENTHUSIASM EVERYWHERE.

From all general indications, there is going to be one grand gathering of owners and operators of teams at the coming convention of the National Team Owners Association in Cleveland, Ohio, June 24-25-26, 1912, and from the enthusiasm shown by the local associations and their representatives, many points of interest to the team owners in general will be presented and discussed, which should prove beneficial to all attending. We extend an invitation to all local Team Owners Associations, where such exist, as well as the individual team owners to attend this convention and participate in the deliberations thereof, and we feel confident that although we are not all from Missouri, we can show each and every one of them where they would be greatly benefited by joining our ranks, and at the same

---

**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**

## OFFICIAL NOTICE.

Attention is respectfully called to the fact that all local associations affiliated with The National Team Owners' Association must pay all annual dues and per capita tax up to the month of May to the National Treasurer previous to the first day of the convention, so as to secure such local associations the right of representation in the convention.

Isaac Goldberg,  
President N. T. O. A.

All local associations are requested to send to Frank F. Tirre, 1510 Franklin Ave., St. Louis, the secretary of the National Team Owners' Association, a list of the names of the delegates and alternates for the next convention. These names should be in the possession of the National Secretary at least a week before the date of the convention, in order that proper credentials may be prepared.

Delegates and guests to the convention are also requested to make their arrangements for accommodation with The Hollenden Hotel direct, and as early as possible, to obviate any later inconvenience.

time, make this organization so strong and powerful that some of the much-needed national legislation could be accomplished.

If one could but have a true picture of the team owners of this country prior and up to the time that this National Team Owners Association was formed, and compare the same with a true likeness of the team owners of to-day, a great improvement can be noticed, and we are just egotistic enough to claim that this Association is in a measure responsible for the same. This cannot be successfully contradicted and those that have been instrumental in bringing about this state of affairs are worthy of your consideration and it is up to each local or individual team owner to jump into the ring and help this organization prosper.

Secretary National Team Owners Asso.  
FRANK F. TIRRE,

### CONVENTION INVITED.

The Selle Gear Company of Akron, O., one of the largest wagon and truck manufacturing companies in this country, has made arrangements to entertain the delegates and guests of the National Team Owners Convention, which will be held at Cleveland this month. As this company has a very complete

plant it would seem that the visit will not only prove enjoyable but also interesting and instructive.

### GENEVA, N. Y. ORGANIZED.

President Isaac Goldberg of the National Team Owners Association went to Geneva, N. Y., the other day and organized the Geneva Team Owners Association into the National body. In reality that association was once before a member of the National, because some four years ago Geneva came to one of the conventions—we believe it was in Buffalo, N. Y.—and paid the initiation fee. However, they never received their charter and apparently nobody considered them as belonging to the National body.

Mr. Goldberg looked into the matter, went to Geneva and the result is, that he not only succeeded in forming the local again, but he also reinstated them as members of the National. "They are a fine set of business men in Geneva," says Mr. Goldberg in writing to THE REVIEW on the subject. "I am certain that they will not only have a strong and successful local organization, but I am also pleased that they have rejoined our National Association. In our National work we need all the members we can get, because it is by

overwhelming numerical strength that we can hope to do the best work for the teaming interests of this country."

At the meeting in Geneva the following were present: P. O. Maley, C. Beard, E. Higgins, W. Sniffen, Wm. Millerd, Al. Esty, E. Lane, T. Hartranft, T. Dwyer, H. Johnson, J. E. Murray, W. Jennings, Wm. Miller and Charles Trautman. After Mr. Goldberg addressed the gathering and expounded to the meeting upon the subject of organization, the association was organized as follows: P. O. Malley, president; Wm. Millerd, vice president; Harry Johnson, treasurer, and J. E. Murray, secretary. A board of directors was elected as follows: Frank Dwyer, Edward Higgins, Wm. Sniffen, C. S. Beard and Charles Troutman.

President Maley was last year mayor of Geneva, and incidentally THE REVIEW is proud to say, that he has been a subscriber to this paper since 1902.

#### RAISING HAULING RATES.

Considering the increased cost of labor, the higher prices of oats, hay and feed for horses, and the general upward movement in all costs of material, there is not a city of the same size in the country, where hauling is done at a lower figure than in the city of Pittsburgh, Pa. But at last this is going to be changed. The transfer companies, the express companies and the firms doing a general hauling business have come to realize that they have done business at a loss quite long enough, and they propose to raise the rate for hauling by the first of June. To give an idea of the prevailing prices the writer will give an instance. He was standing with one of the prominent transfer men a few days ago at the corner of two of the principal thoroughfares when one of his single-horse trucks passed. "There," he said, "is a rig of mine that I have hired to a wholesale house by the year and all I get for it is \$18.00 a week. I pay the driver \$10.00 out of that. Now you can figure how much there is left for me after I feed the horse, buy harness, repair the wagon, etc., etc. But, if I asked for more the chances are I

would lose the customer, because some one else will do the work."

However, every team owner has finally come to the conclusion that he is not getting a fair price for his work, and all feel that they must get more. The result has been that about 34 of the largest firms held a meeting the other day and agreed upon the following prices:

Two-horse team a day, \$6; two-horse team one-half day, \$3.50; two-horse team one hour, 75 cents; one-horse team a day, \$4; one-horse wagon a half-day, \$2.50; one-horse wagon one hour, 50 cents.

These will be minimum rates. It was said that moving and transfer men would be allowed to collect as much as they could above the minimum rate.

Now one can hire a two-horse team for \$5, while the minimum rate for a one-horse team is \$4, the same as the new rate.

The following resolution was passed at the meeting:

At a meeting of owners' and managers' of the Transfer and Express Companies of Pittsburgh and vicinity, held in the Commonwealth Trust Co. building, it was resolved that owing to the continued high price of oats, bran, hay and other supplies used in their business, and there being no hopes of relief in sight, that the rates for hauling should be raised, and that on and after June 1, 1912, that the following schedule of minimum rates shall be in effect:

Two-horse teams for yearly contract, per day .....	\$5.50
One-horse wagons for yearly contract, per day .....	3.50
Two-horse teams for extra or broken time, per day .....	6.00
Two-horse teams for extra or broken time, per one-half day .....	3.50
Two-horse teams for extra or broken time, per hour .....	.75
One-horse wagons for extra or broken time, per day .....	4.00
One-horse wagons for extra or broken time, per one-half day .....	2.50
One-horse wagons for extra or broken time, per hour .....	.50

**IS EVERYBODY GOING.**

We are in receipt of a very large number of letters from team owners in all parts of the country who express their intention of attending the Cleveland convention. Judging by them the attendance is likely to be a record breaker. It is fortunate, therefore, that the Cleveland Association has provided ample facilities, and as the Hollenden Hotel is well enough equipped to take care of all comers, there is no reason why anyone, who can come, should not do so.

There are many reasons why every team owner, who can, should attend the conventions. He will meet men that are engaged in the same business pursuit as himself. He will get acquainted with these men, he will learn something about the manner others conduct their business. He will get some new wrinkles, that may be of benefit to him. He will become broader in his views and get a larger and wider experience than it is possible for the man to attain who always stays at home and whose horizon is limited by the building across the street.

---

**BURLAP PRICES GOING UP.**

Prices are hardening in the burlap markets, both here and abroad. Supplies are short in this market, and importers are becoming anxious over the question of July-September shipment. According to statements made in several quarters, the demand is already ahead of the supply for the next three months. Early in the week speculators managed to depress prices to some extent through resales, but before the close the loss had been more than regained. Buyers have been in the market after further supplies, and have found that both light and heavy weight goods are in short supply. Calcutta 8-ounce goods are quoted at 5.80 to 5.85 cents. Business has been put through at 5.80 cents, but at the present time most sellers are holding out for five points more, and have refused to accept further business below 5.85 cents.

**GRAIN MOVEMENTS DELAYED.**

The movement of grain from the farms and interior elevators was only moderate during the past week. Unsettled weather in some sections checked deliveries from first hands and farm activities in other localities delayed marketing. In the Northwest the receipts of grain at the leading distributing centers were small and ran behind the movements for the corresponding week in 1911. In the Southwest and West marketings were moderately enlarged, both of small and coarse grains. In the Central West the movement was somewhat freer and with farm work out of the way is expected to show a material increase. Weather conditions in this country and Canada during the past week were none too favorable. Temperature averaged low over a considerable part of the grain belt, and while rains were copious and general warmth is now much desired for the growing crops. The rains through the West and Southwest improved the prospects for winter wheat, and also revived the plant in the Central West where the growth is very uneven. Reports from the Pacific Northwest were favorable. Conditions in the spring wheat territory were satisfactory and wheat where up, has a good appearance. Area in North Dakota is somewhat reduced. More corn, flax and barley is going in. Plowing for corn was further checked by the rains, but good headway was made later and planting is being rushed where weather conditions permit. Scarcity of good seed corn is something of a factor, and also further claims from the more southerly points of slow germination. Reports as to the conditions of oats were mainly favorable.

---

**HORSES IN MARYLAND.**

The horses, mules and asses in the state of Maryland in 1900 numbered 42,029, while according to the census of 1910 that state's animal number 43,745, with a value of \$6,529,932.

---

**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**

**SERIOUS STRIKE IN ENGLAND.**

The entire transportation system of England was threatened with a strike the other day. The dock employees went out first, and they were soon followed by the stevedores and longshoremen. At last the carmen also decided to aid in the lockout and the situation became exceedingly serious.

The representatives of the London Board of Trade continued its efforts to bring the sides together, but its attempts met with little success. The Board endeavored to induce both sides to make concessions, but the strikers remained unshaken.

The leaders of the strikers say they are willing that the dispute be arbitrated, but on condition that the body which takes the matter up must consider all points in dispute, and not those which directly precipitated the present walkout.

Strike-breakers were put to work at the Victoria and Albert docks, guarded by mounted police. They started immediately unloading the perishable freight, which has been accumulating for the past four days.

**NEW YORK TRAFFIC REGULATIONS.**

Police Commissioner Waldo of New York City has issued an order to his department to the effect that any vehicle which is more than six feet in width or sixteen feet in length can not stand on the following streets or avenues:

1. Those with car tracks where the distance from the curb to the car track is less than twenty-two feet.
2. Broadway.
3. Fifth avenue between Washington Arch and Sixtieth street.
4. Streets used as fire runs.

Commissioner Waldo's ruling is made under section 315 of the New York Charter.

Loading and unloading will, however, be permitted on any of the above streets or avenues. The order applies to all vehicular traffic.

If you contemplate the purchase of a motor truck the information on this subject in THE TEAM OWNERS REVIEW will help you to make a wise decision.

**EXPRESS COMPANIES EARNINGS.**

Commerce commission reports aggregate earnings of express companies for year ended June 30:

	1910.	1909.	Inc.	% Inc.
Gross . . . .	\$146,116,315	\$132,599,190	\$13,517,125	10
R. R. share.	69,917,516	64,032,126	5,885,390	9
Balance ..	76,198,799	68,567,064	7,631,735	11
Op. exps. ...	61,690,472	56,273,055	5,417,417	9
Net op. rev.	14,508,327	12,294,009	2,214,272	18
Net after				
taxes ....	13,392,081	11,387,489	2,004,592	17
Other inc. . .	5,633,792	5,160,945	472,847	8
Total inc. . .	19,025,873	16,548,434	2,477,439	15
Sur. af. chgs.	17,988,557	15,382,553	2,606,004	17

From the \$17,988,557 surplus after charges, dividends of \$5,928,103 were declared and \$11,959,891 carried to profit and loss account. Net undivided surplus to credit of profit and loss in 1910 was \$59,215,000, compared with \$50,525,228 in 1909, an increase of \$8,690,372, or over 17 per cent. All companies save two, Pacific and Southern, show an increased investment, American Express showing the greatest increase, \$1,588,604. Part of this sum, however, does not represent additional money put into plant during the period.

Ratio of operating expenses to operating revenue is 82 per cent. Income from investments is 42 per cent. of income from operation. On real property and equipment valued at \$25,235,668, combined dividends were \$26,775,726, in addition to which companies held undivided profits of \$59,215,600. Dividends from current income increased from \$4,326,939 in 1909 to \$5,928,103 in 1910, or 37 per cent. Dividends from surplus in 1909 totalled \$2,223,099 and in 1910 were \$26,775,726, an increase of over 1104 per cent., of which Wells-Fargo contributed \$24,000,000. Wells-Fargo paid a special dividend of 300 per cent. and increased its stock from \$8,000,000 to \$23,967,400. Equipment alone is \$9,830,815, and book value of combined property used in express business is but 12.37 per cent. of total assets, which amount to \$204,710,036.

## AMONG THE ASSOCIATIONS

### *Grand Rapids, Mich.*

The Team Owners Association of Grand Rapids, Mich., held an enthusiastic special meeting this month at the Stonehouse Carting Co., and another at the Golden & Boter Transfer Co., at which times the price of general teaming was raised from \$5.00 to \$6.00 per day, and we do not seem to be able to furnish enough teams at that, owing to the scarcity of good horses.

You ask a farmer why he does not raise as many horses as heretofore or why hay and grain are so high and the first thing he tells you is that help is so high and he can hardly get it at any price, and most of this help trouble comes from the farmer himself talking "city, city," to his boys and girls until naturally they believe their parents and leave them. Formerly a man having from three to five sons, when they accomplished their work, would work for some other farmer in that vicinity, but now they drift to the cities ahead of their time.

Our regular monthly meeting was held at the residence of President Gelock of the Gelock Teaming Co., and after the meeting Mrs. Gelock, assisted by her daughter, served refreshments and in a musical way contributed to a pleasant evening.

The Team Owners of Grand Rapids through your paper, wish to thank the Team Owners in the several cities to whom we wrote regarding data on the objectionable ordinance our council was trying to pass in reference to compelling the registration at police headquarters of all the trunks and household goods we move, for by being organized and standing shoulder to shoulder, with the assistance of the letter, we received from Leonards' Reliable Storage Co., of Detroit, and the Shank Transfer Co. of Indianapolis, saying the same thing had been tested out in their cities and won for

the Team Owners, the passage of the ordinance was dropped; hence, we feel quite elated and it should have a bearing on the same thing in other cities, if an ordinance of this kind comes up for passage.

The writer just attended the regular monthly banquet meeting of the Illinois Furniture Warehousemen's Association, held at the Hotel LaSalle in Chicago "at which his money was no good" again, and it was given out that the palatial Manitou had been chartered for their annual meeting and summer outing. It will be a stag affair and will occur on June 22, 23, 24, the boat stopping at Charlevoix, Petoskey, Mackinac Island, and winding up with the annual banquet at the Hotel Pfister in Milwaukee.

E. M. RADCLIFFE, Secretary.

### *Philadelphia, Pa.*

The members of the Philadelphia Team Owners Protective Association held their annual banquet and entertainment at Mosebach's Casino on the evening of May the 14th, and as usual the event was exceedingly enjoyable to all those who attended. Messrs. Charles Golden, Thomas Morris and Theodore Gabrylewitz acted as the banquet committee, and they acquitted themselves of their onerous duties in a manner which reflected upon them with great credit. A very excellent menu had been prepared for the banquet by one of Philadelphia's well known chefs, which was greatly appreciated by all the members as well as the guests.

The entertainment consisted of an elaborate program of vocal, instrumental, as well as dramatic performances by artists very popular in Philadelphia. The Hawthorne Orchestra furnished the music.

At its last meeting the association elected the following delegates and alternates for the Cleveland convention: Delegates—J. Clark, J. Sheehan, Theodore Gabrylewitz, C. Gleeson, J. Cooper, C. Farrell; Alternates—A. Shaw, M. Doyle, T. Byrnes, C. Cosgrove, D. Downs, C. Carney.

---

**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**

**St. Louis, Mo.**

At our last monthly meeting, held Thursday evening, May the 9th, there was a very enthusiastic gathering of members. Quite a lot of interest was shown, especially on some matters pertaining to reports of several standing committees. Our president, Mr. Farwell Walton, appointed Messrs. Frank F. Tirre, Herm. A. Lueking and Hupp Tevis to meet with a representative of the United Railways Co. in the near future, for the special purpose of an understanding between our committee and the Street Car Company in adjusting claims, that may be caused by accidents between the company's cars and wagons belonging to members of our association. The Street Car Company had been approached on this matter previously by Mr. F. F. Tirre and Mr. Hupp Tevis and thought the suggestion of our association a very good one. After our Mr. Tirre and Mr. Tevis convinced the superintendent and his assistant superintendent that it would be as great a saving to the company as it will be to the individual team owner, by having a commission of practical men adjust the actual damages to the wagon-horse or horses.

Mr. Fred C. Torp and Mr. J. J. Fogarty were elected members at this meeting.

A. J. KUEPFERT, Secretary.

**TEAMING PROSPECTS IN NEBRASKA.**

J. H. Hoagland, the well known storage house proprietor of Hastings, Neb., while writing to THE TEAM OWNERS REVIEW, says:

"As we have been busy trying to take up some of the slack we experienced through a long, hard winter in all Nebraska, we find the prospect for crops looking first-class, which means also more business as well in all lines of trade to this western country.

"THE TEAM OWNERS REVIEW is getting to be a necessity with us here as I never lose an opportunity to have all those in the business read some of the numerous articles on different lines of traffic, of which its pages contain a goodly number that are to the point, as a business standpoint is what we all need."

**FREIGHT HANDLERS STRIKE.**

Freight handlers in sections of the country South and Northwest of Chicago, were ordered out on strike by P. J. Flannery, president of the International Brotherhood of Railway Freight Handlers, on May 23rd last.

Flannery said that his action was the result of the refusal of general managers of railroads to make a settlement with the striking freight handlers. This call, he further said, was intended to affect men in houses where freight is handled in large quantities by roads entering Chicago.

St. Paul, Minneapolis and New Orleans are the main points affected by the strike order.

Only part of the freight handlers on the steamship lines are members of the Brotherhood of Railroad Freight Handlers. Others are members of the Longshoremen's Union, and they will not be affected, should a strike order be issued for men working on the lakes.

**A HORSE SHOE TRUST.**

In the multifarious government investigations into pools and trusts, it was learned the other day, what may have been suspected long ago by many team owners, that there has been a trust which controls and fixes the price of horse shoes. The fact came out the other day during the investigation into the United States Steel Corporation, in the testimony given by Samuel L. Bailey. Bailey, it appears, acted as secretary of the so-called "Horse Shoe Association," and explained in detail how the horse shoe business of the country was managed.

In brief, the rule fixed the price per keg at which all members of the association should sell horseshoes, prices being changed when necessary, the witness explained, at monthly meetings. Each member was allotted a certain percentage of the business and in case his monthly sales exceeded his allotment he was to pay cash into the association equivalent to the amount of the excess. If they were low, the association was to make up the deficiency. A deposited penalty of \$1,000 was provided for violation of the rules.

**GETTING PIANO HAULING.**

A free advertising service for transfermen has been inaugurated by the manufacturers of the Sleight Eccentric Piano Truck.

Cuts similar to the one here shown have been prepared for use in newspapers and circulars. These cuts will be loaned to those who buy trucks.

*A cut for advertising services.*

There is a cut and place in the corner in the illustration so that the name of the transferman can be put in and will appear as Mr. Bradford's name does in this cut.

Advertising copy for newspaper space or circulars—copy to suit each customer's local conditions—is also furnished without charge.



Another feature in this free service is co-operation with purchasers of trucks in getting contracts with piano houses for doing their hauling. Piano dealers care more about careful delivery than anything else and as the use of the Sleight truck really guarantees the perfect delivery of every upright piano, piano men who know the truck are enthusiastic about its use. So the Sleight Company says to its customers, send us the names of the piano dealers whose hauling you would like to get and we will write them direct explaining that you

have equipped a wagon with one of these trucks and can now give the same service that the stores that have Sleight trucks enjoy.

The truck itself and the whole plan makes an attractive proposition.

A free folder of full details may be secured by addressing the W. T. Sleight Manufacturing Co., 2123 North Alabama Avenue, Indianapolis, Indiana.

**ANCIENT AND HONORABLE HORSES.**

Forty horses, ranging in age from twenty to thirty-four years, had the place of honor in the annual work-horse parade, held in New York City on last Decoration Day, under the auspices of the New York Woman's League for Animals. Under direction of the League's president, Mrs. James Speyer, an old-horse class has been formed, and entries have been so numerous that the animals represented were allotted the most prominent place in the parade line.

Besides individual entries, there was a subclass for old horses who travel as teams. In this class Sam and Bob have precedence. Sam is thirty-three years old and has served twenty-seven years, while Bob is thirty-one and has worked twenty-six years. John M. Burke drove them for the Heywood Brothers & Wakefield Company. Among the individual entries, the oldest was Harry Boy, a gay charger of twenty-eight years, the property of Charles Rothschild, who was driven by his owner. Harry Boy has been in service for the last twenty-one years.

Nauss Brothers, owners, and Richard Brey, driver, entered the next oldest horse, twenty-six-year-old Jack, who has seen twenty years' daily labor. The youthful horses of twenty and twenty-two summers trailed along behind their older brothers and sisters. One of the objects of the old-horse class in the parade was to furnish proof that with proper usage the usefulness of a work animal's life can be extended far beyond what has been considered its normal limit.

---

**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**

### FOUNTAINS FOR HORSES.

Before hot weather arrives a number of new drinking fountains for men and horses will be opened to the public at various points throughout New York City by the American Society for the Prevention of Cruelty to Animals. Because of the lack of these fountains in many sections of the city during the most torrid weather of last season, there was much suffering in the streets, and horses dropped down in scores every day, many of them dying where they were overcome. This was a heavy property loss to many business men. Publicspirited women and men by the contribution of funds have again enabled the Society to extend its street-fountain system.

A granite fountain for horses is being installed at the park on West Twenty-second street, at the head of Marginal street, the gift of Miss Edith G. Bowdoin. This is the seventh fountain presented by Miss Bowdoin to the Society. For many years F. Augustus Schermerhorn has given a fountain annually to the Society and the one donated by him this season will be erected on the small triangular park at Broadway and One Hundred and Thirty-seventh street. In addition, Mr. Schermerhorn has for a number of years donated \$2,000 every summer to the Society for the purpose of emergency watering stations and hiring men to handle the hose and bucket brigades.

Among other fountains which the Society has been commissioned to build are: For the Andrew Jackson Chapter of the United States Daughters of 1812, at Amsterdam avenue and Washington bridge; gift of Mrs. Julia F. Rogers of Brooklyn, to be erected at the intersection of Broadway, Fulton street, and New York avenue, East New York, and granite fountain at Stuyvesant Place and Richmond Terrace, New Brighton, S. I., the gift of the friends of Borough President Cromwell.

The American Society for the Prevention of Cruelty to Animals now has eighty fountains under its jurisdiction, of which fifty-nine have been installed since 1906. This meets a great public need that the city authorities have failed to supply, and it has remained for a private society to carry on the important work.

Some idea of the necessity of these public watering places may be obtained from the fact that in ten hours, by actual count, over fifteen hundred horses drank at the fountain in front of the headquarters of the Society on a day this winter when the temperature was freezing. All that the city contributes is the water. The Society bears all the other costs of maintenance and is even obliged to pay the city for the usual street-opening permits and cost of relaying pavements.

### DR. KINNELL WINS.

A device to prevent horses from slipping on wet pavements won an award of \$500 from Mrs. Elmer J. Post, a novelist. The lucky inventor was Dr. George N. Kinnell.

A long time ago Mrs. Post offered the prize for the best device to protect horses, and more than 255 inventions were received. All of these were turned over to the Society for the Prevention of Cruelty to Animals, which had experts make tests with them. During ten months the experts have been studying the devices and at last came to the conclusion that Dr. Kinnell's was the best.

By Dr. Kinnell's plan horses will not only be prevented from slipping, but they will be relieved of much of the nervous strain in hauling heavy loads.

### A CORRECTION.

*Through an unaccountable inadvertence there appeared in last month's issue of this paper in the advertisement of the Gibson Oat Crusher Company the words "exceed 30 per cent. of meal." Obviously this was a mistake, as it should have read: "exceed 3 per cent. of meal." However, the error was clearly self-evident; but in justice to the advertiser this correction is cheerfully made.*

A subscriber to THE TEAM OWNERS REVIEW not long ago said, that in one issue he read an article that saved him \$15.00 a month on his feed bill. This means, that he saved \$180.00 a year, and the paper for a whole year cost him only one dollar.

**OAT CRUSHER PATENT SUITS.**

(Communicated.)

The defendants in the recent suit for infringement of the Gibson Patent brought by us against the City Fuel Co., through their attorneys have issued a letter which in several places is misleading and liable to be misunderstood.

The Court in rendering its decision did not state that our Patent was fully anticipated by prior patents, but said—"It must be conceded that both the cleaning and the crushing of grain or other substances are old." The Gibson Patent is for a combination of cleaning devices combined into a single machine and it is a well settled rule of law that where old devices are combined into a new machine producing a new and useful result, or an old result in a more efficient manner; it may be the result of invention. Again, the Court *did not* positively say that the Patent was for and aggregation and *not* a combination, but said—"There would seem to be some ground for the defendant's claim that it is an aggregation and not a combination."

In any event that Court did not hold our Patent invalid, but dismissed the bill saying that infringement "is not deemed proven," and this, because the Court held that the defendant's machine employed "yielding conoidal discs *for grinding*, the peripheries of which travel at unequal speed." If this is true, then the defendant's machine must be a *grinding mill* and not an Oat Crusher, and it is patent to everybody that the preferred feed for horses is crushed oats, and not ground oats.

We have carried the case up to the higher courts and do not expect the Appellate Court to take the same position as Judge Kohlsaatt, because we feel that certain features of the case were not considered as seriously by him as they might have been, and which would in the opinion of our legal advisers have changed his views, as we never claimed that the conoidal discs were an infringement.

One point also not to be ignored is, it was only the machine in use by the City Fuel Co., which the Court said did not infringe upon our Patent, as other types of machines made

by the same concern were not involved in this suit. When the final decision is handed down on our appeal to the Appellate Court the matter will then be settled for all time, and not until then.

GIBSON OAT CRUSHER CO.

**HUNGRY HORSE DINES.**

To the surprise of more than 50 guests and apparently peevish because its owner had not come to feed it, the driving horse of Edward M. Haynes of Portland, Ind., walked out of the barn, and visiting the dining room of a nearby restaurant, where the noon meal had just been placed on the table, proceeded to devour everything in sight.

What attracted the palate of the animal was a large dish of lettuce in the center of the table, and the horse was busily engaged in eating this when with difficulty he was induced to leave. The guests, who departed in fear, returned to their places and the horse was led back to his stall, where the owner satisfied its hunger.

A team owner cannot invest a dollar more profitably in his business, than by buying a subscription to THE TEAM OWNERS REVIEW.

---

**Obituary****THOMAS CRADEN.**

Thomas Craden, who has been intimately connected with the teaming business of St. Louis, Mo., for over 50 years, died a few days ago at his home, 2644 Randolph street, St. Louis, in the 80th year of his age, after having been ill with bronchitis for over two months. He had lived in St. Louis nearly sixty-three years, having gone there early in 1850 from Ireland. For the past quarter of a century he had been in the coal and ice business, which is now conducted by his sons, Thomas M. and Francis X.

He is survived by four children—William J. of Springfield, Mo.; Thomas M., Francis X. and Mary J. of St. Louis. One sister, Mrs. John Enright, is also living. She is 72 years old and lives at No. 1807 Coleman street.

---

### HORSES AND THEIR ABUSES.

A great deal has been said and written concerning humane treatment of dumb animals, especially the horse. Societies have been formed for prevention of cruelty to dumb animals, and other organized campaigns conducted for the same purpose.

These efforts have accomplished much to prevent beatings and starvation and the use of decrepit and lame animals, writes Prof. Jesse Beery in the "Western Horseman." There are yet localities where much can be accomplished along this line. There are other abuses of horses besides beatings and starvation that need attention.

Conditions have so changed in the last quarter century that the type of horse has materially changed. The fast transformation of the "mud" roads into solid, smooth macadam pikes has caused the slow, steady driving horse to be replaced by the high-stepping, high-spirited, fast road horse, that is the pride of the young man and his father alike.

The farm horse of a quarter century ago was light in weight and low bred as compared with the present-day farm horse. This light, low-bred farm horse had stumps, stones and tough sod to pull against in the field, and the tough mud when hauling loads to market. He necessarily was slow and sluggish; he couldn't be otherwise.

Several improvements in farms, by removal of stones and stumps, and use of tile ditches, together with the increased weight of farm horses, has demanded a more active, high-spirited horse.

The large draft horse of to-day must show plenty of knee and hock action, a fast walk and plenty of life, if he catches the eye of the farmer. Men have learned by experience that they cannot beat this high bred horse as they did his ancestors. His high spirit resents it.

Together with the arousing of public sentiment the evolution of the horse has caused a great decrease in the old time cruelty. This does not necessarily mean that cruelty has ceased, but what I do wish to show is that the nature of the cruelty has changed as the disposition of the horse has changed.

It is a very common thing to see a man driving a horse along the road at its highest speed, kept up by a continuous twitching of the rein, or tapping of the whip or both; when he stops, he stops the horse suddenly, and starts with a full burst of speed.

When you see a horse driven as just mentioned you will notice that it lasts about two years, and is then considered as "knocked out" for the roads; a new horse is bought and he, too, goes through the same grind.

It has not been the number of miles such a horse has gone, nor the number of beatings, nor starvation, but the continual "nagging" that limited his usefulness to two years.

The club bruised a small area of flesh and irritated a few nerves that scarcely aroused the sluggish brain. Nagging throws the whole nervous system out of the normal, arouses a sensitive brain and starts the blood flowing at fever heat. Such a horse truly is on his nerve. He uses his nervous energy at a rapid rate and hence his quick decline. He ages rapidly. Rheumatism, stiffened muscles and indigestion result from such a strain upon the nervous system.

A small spot constantly irritated on a nervous horse is often the source of more annoyance than a large running sore would be to a horse of less sensibility.

Many people allow their horses to become obstinate and balk or have some sort of mad tantrum. This is just about as excusable in a horse as it is in a child.

When a man has his horse under his control, as he should, he can prevent all that wear and tear on his nerves and save the horse the suffering it endures.

Talk about a horse missing a few feeds, or a few drinks of water, but that sort of suffering doesn't compare to being "nagged" from morning till night by a clumsy, careless driver, or irritated by harness, or being in a mad fit for a half day at a time.

The higher the breeding, the more high-spirited, alert, proud horse we develop, the greater becomes the necessity for us to recognize that the form of cruelty may be shifted from the outward and physical to the nerves of a horse.

**LIABILITY UNDER BILLS OF LADING.**

A bill providing new regulations in regard to bills of lading has been reported by the Interstate Commerce Committee of the United States Senate, before which arguments were presented on behalf of The Merchants' Association of New York City by Mr. Edward D. Page, Chairman of the Association's Committee on Commercial Law.

The proposed bill makes the carrier liable for statements contained in bills of lading issued by an authorized agent. Its essential portions read as follows:

"Section 2. That every carrier, which, by itself or its agent or servant, authorized to issue bills of lading, shall issue a bill of lading, before the property described therein shall have been actually received and at the time under the actual control of such carrier to be transported, or who shall issue a second or duplicate bill of lading for the same property, in whole or in part, for which a former bill of lading has been issued and remains outstanding and uncanceled, without prominently marking across the face of the same the word 'duplicate' shall be estopped as against the consignee and every other person who shall acquire by written assignment, transfer or endorsement thereon, any such bill of lading in good faith and for value, to deny receipt of the property described therein, or to assert that a former bill of lading has been issued and remains outstanding uncanceled against the same property, as the case may be.

"Provided, That where a bill of lading is issued for property billed 'shipper's load and count,' indicating that the goods were loaded by the shipper and the description of them made by him; if the goods were so loaded voluntarily by the shipper only and the description made by the shipper only and the carrier or its agent had no knowledge of such count or description, this act shall not apply.

"Section 3. That any carrier who shall deliver the property described in a bill of lading drawn to a consignee or order, without requiring surrender and making cancellation of such

bill, or in case of partial delivery, indorsing thereon a statement of the property delivered, shall be estopped as against all and every person or persons who have acquired or who thereafter shall acquire, in good faith and for value, any such bill of lading, from asserting that the property described therein has been delivered or partially delivered; and such carrier shall be liable to every such person for the damages which he may have sustained because of reliance upon such bill."

**EXTENSIVE FREIGHT YARDS.**

Winnipeg is to have one of the largest individual railway yards in the world, which will be constructed by the Canadian Pacific railway in the municipalities of East Kildonan and Springfield. It is the intention of the company to utilize these yards exclusively for the handling of through eastbound freight so that there will be no fear of grain congestion in future years. The Molson line is being double-tracked from the city across the Red river bridge and out to the new yards, so that all eastbound freight will be taken through the Weston yards, as at present, of the Lac Du Bonnett branch. When completed the yards will be two and one-half miles in length and half a mile wide, containing over 100 miles of track.

**OBJECT TO WOODEN BLOCK PAVEMENTS**

The members of the Team Owners Protective and Improvement Association of Chicago held a meeting at the Planters' Hotel on May 6th last. One of the most important matters which came up for discussion was the proposed paving of 22 miles of streets with creosote wooden blocks, to which the team owners object.

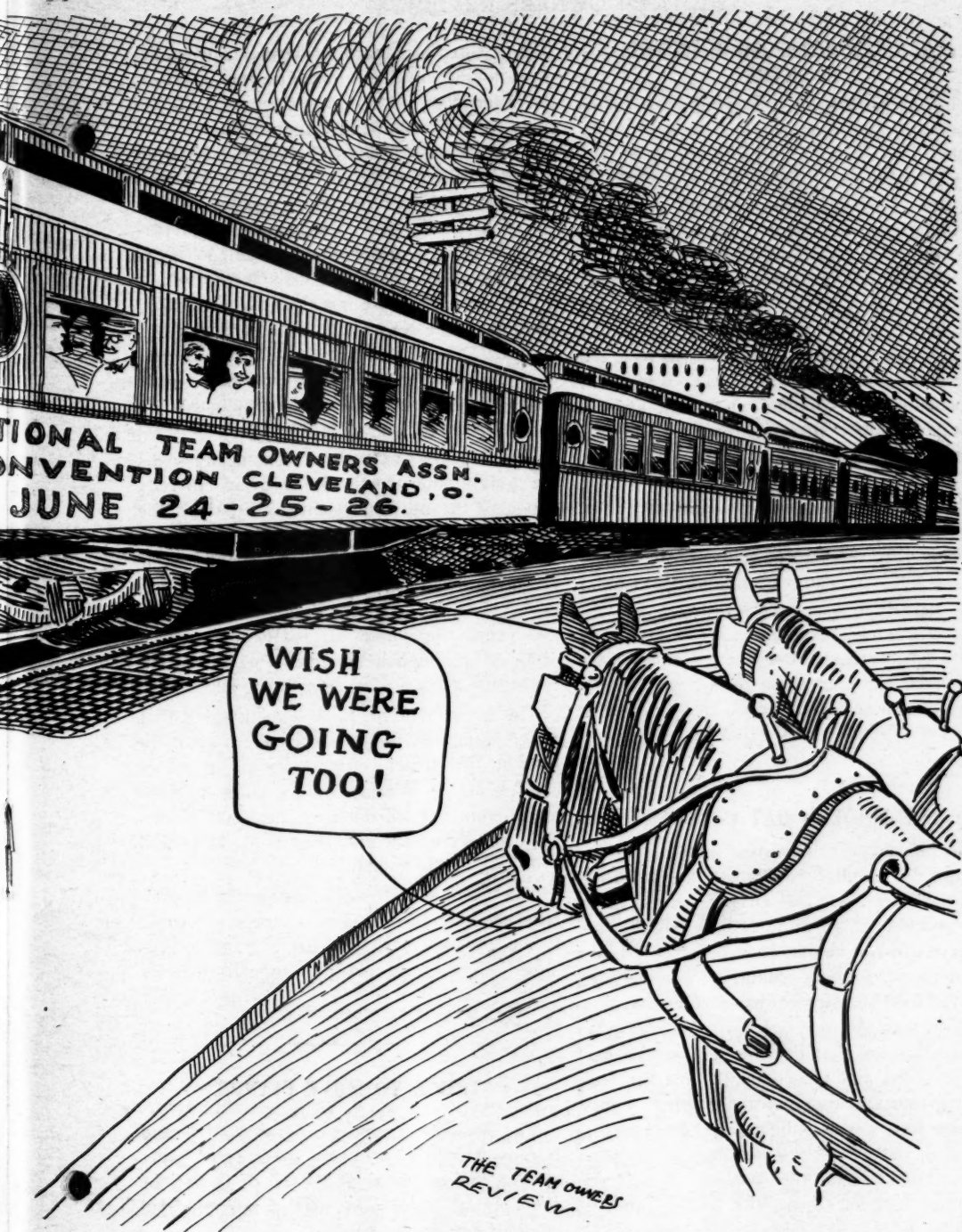
How to take care of your stable and its equipment so as to make your business most profitable is a matter THE TEAM OWNERS REVIEW often tells you about.

---

**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**



ALL ABOARD FOR THE CL



CLEVELAND CONVENTION

### A GERMAN HORSE SHOE IN THIS COUNTRY.

Some thirty years ago there was a horse shoe introduced into Germany, which at once jumped into popularity, on account of the many advantageous features connected with it. And this shoe, it is said, the team owners of the fatherland now prefer above all others. This horse shoe is called "The Cat Foot." It differs from the ordinary shoe in this way: There is a hollow groove around the rim of the shoe, and in this groove is fastened a coil of tarred, twisted rope. It is upon this rope the horse walks. This makes a cushion shoe that is absolutely non-slipping on asphalt and all other pavements. It is light, wears long, can be easily fitted and is quickly put on. It is also obvious that a shoe of this kind is easy on the animal's feet, which would appeal to humane societies and the true lovers of horses. The shoes are handled in this country by the Rowe Calk Company of Hartford, Conn., which says that they have submitted them to a test of a whole year among team owners in all the large cities of the United States and in Canada, and that these tests have demonstrated the same results which the shoes have shown in Germany, where they are commonly used to-day.

### THE MODERN OAT CRUSHER.

The present age may pass into history as the age of feeding stuffs. The state feed laws, the Pure Food and Drugs Act, the careful inspection of all things edible in order to preserve life and health, have been the prominent topics before the country for a decade. And the food for animals has received no less attention than the food for man. It was only a few years ago that the Gibson Oat Crusher was invented and placed on the market and the hygienic and economical qualities of this machine have resulted in a large demand for preparing oats for horse feeding in all sections. Incidentally the machine is covered by broad and liberal patents issued June 8, 1909.

In nature, each germ is hermetically sealed in a tough envelope that effectually resists the attacks of all nature's enemies until the time comes for the seed to germinate. Then the envelope is softened by earth's moisture and pierced by chemical agents. This process admirably serves nature's purposes, but when the seed is to be used by man to furnish nutriment for domestic animals, it is altogether too slow. Animals fed on whole grains are unable to burst all of the protecting envelopes and secure the nutriment material within. The process of digestion is too slow to do it and thus there is a considerable waste in feed, and a considerable waste in energy in punitive efforts at digestion.

The Gibson Oat Crusher mechanically opens the tough outer shell of the grain, thereby exposing the nutritive elements intact to the digestive juices. It will crush oats, barley, wheat, rye and screenings. It makes no flour or fine stuff but opens the shuck or outer tough skin of the oat and exposes the inside kernel, and keeps the whole oat perfectly intact in order to accomplish the results of whole oat feeding.

The manufacturers have demonstrated that by crushing the oat, insuring a complete digestion, fifteen per cent. is saved over whole oat feeding. In crushed oats, all is digested and nothing is wasted and the good results of such feeding are also seen in the looks and condition of the animal.

The machine is strongly made and with each crusher there is furnished a screen on wood frame, for oats, barley, wheat, rye and screenings. The grain may be spouted directly under or at either side or ends of the crusher as desired.

### TRUCK TO MOVE PIANOS.

The Security Transfer Company of Grand Rapids, Mich., who make a specialty of piano moving and attend to about 500 of those jobs every month, have purchased a new one and one-half ton motor truck.

---

**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY**

### WHERE ARE THE HORSES GOING?

If Congress does as the War Department and the Department of Agriculture are urging it to do, it will make provision in the agricultural appropriation bill for experiments in the breeding of horses for military purposes. Facts were recently laid before the Senate Committee on Agriculture which show in striking fashion the decline in this country of the fast driving horse and riding horse. These types show a remarkable tendency to decline in numbers, while their places are being taken by the slow-moving draught animal, useless for cavalry purposes and not serviceable for military service generally.

Lieut.-Col. D. S. Stanley, deputy quartermaster general of the army, and George M. Rommel, chief of the animal husbandry division of the Bureau of Animal Industry, recently urged on the Senate Committee the importance of Congress taking action that will prevent the disappearance of the best types of riding and driving horses.

Col. Stanley showed that if this country should engage in war with a great power it would be almost impossible to get enough horses. It is a strange fact that, while the census shows there are about 23,000,000 horses in this country, the percentage of those well fitted for the cavalry is small and, while the army uses about 2,000 horses a year in ordinary peace times, it is not easy to get first-class cavalry horses even to that limited number.

As was shown by both Col. Stanley and Mr. Rommel, one of the reasons why the supply of good riding animals has dwindled in this country is found in the heavy shipments of American horses to South Africa during the Boer war. The country has not recovered from that drain. The growing use of the automobile is another obstacle in the way of development of good riding and driving animals.

Some idea of how many horses a war would call for may be given from the fact, as cited by Lieut.-Col. Stanley, that France in mobilization of her army would require at once 483,000 horses, Germany 380,000 horses, and Great Britain 186,000 horses.

## YOU PROFIT IN 3 WAYS

WHEN YOU USE THE

### Sleight Eccentric Piano Truck

- 1st** You save the pay of two extra men on your average moving of upright pianos;
- 2d** You not only make more on each delivery, but the kind of service you can give brings you more business—so the profits pile up;
- 3d** You greatly relieve yourself of damages, for this truck protects the piano, while at the same time enabling your men to handle it at any angle.

And you know that ability to give special protection service in moving pianos means more high grade moving of all kinds for you.



Our advertising department has two separate plans for aiding our customers to get business. This service is free to you.

10  
Years  
of  
Success

The eccentric on the head-board does the trick: truck slides or rolls just as you desire.

"The truck preferred by piano houses."

**The truck will last 10 years and make you money on every upright piano you move.**

"We bought the first truck you made, nine or ten years ago, and are still using it, together with four others we have purchased since then. During that time we have tried several other trucks, and find that your truck is far superior to any of them. Your truck is the only one we now use, and we cannot recommend it too highly."—Shank Furniture and Storage Co.

Write or Wire for Free Folder of complete details.

**THE W. T. SLEIGHT MFG. CO.,**

2123 N. Alabama S., Indianapolis, Ind.

### A CASE OF HORSE CONFIDENCE.

Two men stood on the street curb gazing at the passing procession of vehicles, horse-drawn and motors, passing by. The snow was falling and already about an inch of the beautiful lay on the pavement. It was cold, and while the big rubber wheels of the motor cars skidded on the slippery street whenever a turn of the machine was made, it was noticed that even though many of them wore shoes that were flat, the horses seem to hold themselves well up. The fact suggested an inquiry as to why this was, for it is generally believed that without sharp shoes no horse could travel safely on slippery streets. A horseshoer approached on the subject gave this as the reason. He said: "It is simply a case of strong confidence which the horse has in himself. You know that when the first snow comes in the fall, if it is cold enough to have it stay on the ground, the horse is not used to such things, because he has been going along for eight or nine months on bare ground with no slipping; the moment he strikes the ice it is all off with him, and unless he is sharp shod he simply falls to the pavement or strains every muscle trying to move along. But after a while he gets used to things, and if the weather changes and we have slipping one week and clean pavements the next, you can notice that the horse doesn't mind it so much as he did when the first snow fell. And as the winter passes he gets so much confidence in himself that some horses are not brought back to be shod though their shoes may be almost without a calk, or at least the calks are very dull."

Being a strong believer in the subject of mind over matter, I couldn't help making a comparison between horse and man as I thought of how much good comes from having confidence in things and people.

The foregoing was printed in a monthly magazine, and after reading the average among us will naturally contend that the writer reached an easy conclusion in his deduction of the reasons why some horses travel

(during the icy season) safely without sharp calks.

For the one that is absolutely sure-footed under such circumstances there are hundreds that demand sharp calks to enable them to travel.

Further, many drivers, or owners, are careless, perhaps niggardly in having their horses' shoes resharpened when they require it, and not until some trouble, such as an injury from falling, comes to the horse do such as these open their eyes to the fallacy of "spending the pound to save the penny."

It is true that there is a certain degree of confidence in horses traveling on slippery pavements in the late winter that they do not have in the early portion thereof, but withal there is a condition existing that always demands attention, and which cannot be escaped if bone and sinew in horse values is to be considered. And the mere having of confidence does not provide the remedy in such cases.—"Horseshoers' Journal."

---

### Used Twenty Years—Thinks It Is The Best All Around Liniment To Be Obtained.

Scarlets Mill, Pa., March 23, 1912.

Dr. B. J. Kendall Co.,

Enosburg Falls, Vt.

Gentlemen:—I am now using your Spavin Cure and have been for the last twenty years and find it one of the best all around remedies that I can get. Would like your Treatise on the Horse and His Diseases.

Most respectfully yours,

AMOS BOYER.

---

The advantages of organization are every month demonstrated in the pages of THE TEAM OWNERS REVIEW. Are you a subscriber? Is your team owner friend? If not, why not?

---

Cool business calculation teaches that there is no money in starving a horse.

---

**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**

**THE HORSE STORK A BUSY BIRD.**

There are half a million automobiles in the country and perhaps a tenth of a million auto trucks. This is a goodly number and the automobilists are justified in indulging somewhat in an ufty feeling as they pleasurably contemplate these formidable figures. In the exuberance of enthusiasm engendered by this contemplation many of our editorial brethren, both of the technical press and the daily papers, have taken their pen in hand and written the sentence of early banishment of the horse.

In order to emphasize relative values and to illustrate proper proportions and correct perspective we give a few illuminating facts taken from a publication devoted to horses. Thus, says the paper referred to:

"What becomes of the 743 million dollars yearly hay crop?"

"The horse eats it."

"What becomes of the 334 million dollar yearly oat crop?"

"The horse eats most of it."

"What becomes of the one billion, 337 million dollar corn crop?"

"The horse eats a large part of it."

"Is the horse increasing, or decreasing, in numbers?"

"He is increasing mightily. In 1900 there were 14 million horses in this country. In 1909 there were 30 million horses; an increase of over 100 per cent. in ten years.

"Is the automobile competition and the gloomy prediction injuriously affecting the price of the horse?"

"Well, hardly, for the price of the horse is steadily rising. In 1897 the average price was \$31.51; in 1907 it was \$93.51; in 1911 it was \$111.67, and still going up."

It will be seen by the above that the horse is still very much with us and that the horse-stork is a very, very busy bird. The horse not only has a function as a worker, but he is an "ultimate consumer" of no mean proportions. His stomach is a market place, as it were, of a vast amount of farm products.

The automobile, it is conceded, has a future, the immensity of which no man can foresee. It is conceivable that in the future it may eliminate the four-footed animal,—*Harness.*



**THIS CHECKED HEAD**  
*The Capewell* TRADE MARK

## Your Advantage To Know

Whether "Capewell" or some other nails are used in shoeing your horses.

A shoe fastened to the hoof with nails of this brand can always be relied on. It will hold under the most severe strains.

The "Capewell" nail does not split or crimp. Consequently it can be used without injuring the foot or disabling the horse.

Only "Capewell" nails have check mark on the bevel face of the head. Make certain that your shoer uses this brand.

**"The Capewell"  
Holds Best.**

**Made by the Largest Makers of Horse  
Nails in the World.**

*The Capewell Horse Nail Co.*  
HARTFORD, CONN. U.S.A.

### Operating Electric Vehicles.

In a paper read before the Electric Vehicle Association of New York Mr. Charles A. Ward, of the Ward Bread Company, the speaker gave the following five-week record of the operating expenses for the 100 vehicles used by his company:

These records show that during the period a total of sixty-six thousand and twenty-three miles was traveled, or an average mileage per car of twenty-two miles per day.

The total power cost was \$597.63, or \$.199 per day per car; an average cost per mile of \$.009.

The total accident expense was \$84.65, or \$.0182 per car per day. Per mile this figures \$.00083.

The total repair cost, which cost, as previously stated, covers all items of expense in connection with the garage and the maintenance of the vehicles, was \$2400.50, or an average of \$.80 per day per car. Per mile this figures \$.0363.

To summarize the above we have the total of these figures, or \$3082.78 as the entire cost for thirty days (five weeks) of operating the entire fleet of one hundred electric vehicles, exclusive of interest and depreciation.

Per day the cost was \$102.73, or per vehicle per day, \$1.027. Per mile the figure is \$.0466.

One thing should also be noted, namely, the small comparative cost of the current to run these cars. In other words, this item, commonly so much discussed and complained about, is the smallest item of expense. Indeed, it could be doubled and only affect the total operating cost by 20 per cent.; surely nothing to be greatly alarmed over.

Another interesting fact obtained from the records cited was what might be called the

efficiency of the service. This was determined by dividing the total number of car days operated by the maximum possible car days ( $100 \times 30$  or 3000). This efficiency proved to be 2969/3000 or 98 83/100 per cent.; certainly leaving little to be desired in the way of reliability of service; especially when one considers the fact that the results are for a winter period.

### American Express Company's Cars.

Five years ago the American Express Company, New York City, did not have a single motor truck, taking care of its hauling by horse-drawn vehicles. About 1,600 horses were used, these being housed in 25 stables. In 1907 it was decided to try out a number of motors and an electric was placed in service, followed the next year by a gasoline vehicle, and in 1909 by 15 three-ton gas trucks and four electrics. Careful records were kept of the two types of cars, and these showed that the gasoline truck was superior for the long hauls between the depots and delivery stations, while the sphere of the electric was found to lie in the shorter delivery routes.

The result of the experiment by the American Express Company was that last year 20 gasoline cars and 75 electrics were ordered, making a fleet of 40 gasoline cars and 80 electrics. In addition to this large motor equipment, about 1,300 horses are still retained by the company. The business handled by this equipment can be estimated readily when it is known that the average figures show 60,000 packages are carried daily.

The chauffeurs for the motors were taken from the ranks of the horse drivers, who found no difficulty in handling electrics. The gasoline cars, however, were given only to those who displayed some mechanical ability. All these men knew the geography of the city and were familiar with the work, so that no time was lost in making use of the motor equipment as fast as it was acquired.—*The Motor Truck.*

### TEAM OWNERS

Protect your Driver from rain or sun with a Wagon Seat Shade. Adjustable Shades for Express and Delivery Wagons, \$2.00 each. Shades for Vans \$3.00 each. We put them on for you.

DR. A. C. DANIELS, Inc.,

87 Central St. BOSTON, MASS.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.



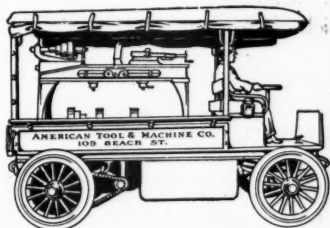
## Why G. V. Electric Trucks Are Best.

They are absolutely *proved* as to reliability, low maintenance and operating economy. Thousands in use, many of them from six to ten years old.

They are the simplest truck made—one revolving part against many reciprocating parts. You know what the electric motor is—the most fool-proof machine made.

### G. V. Trucks can be Operated by Your Regular Teamsters.

Two G. V. Trucks of 2-tons capacity should displace four two-horse teams. That means two drivers saved and at \$12.00 per week your saving on drivers alone will pay 6% on \$21,000 or enough to buy seven G. V. Trucks.



We want you to know more about our method of selling our trucks and how we take care of them after they are sold. We do things differently—that's why we get the business.

Write for Catalog 79 and other data.

## GENERAL VEHICLE COMPANY

PRINCIPAL OFFICE AND FACTORY  
LONG ISLAND CITY, N. Y.

NEW YORK	CHICAGO	BOSTON
505 Fifth Avenue	Otis Building	84 State Street
PHILADELPHIA	ST. LOUIS	
Witherspoon Building	Wainwright Building	

### HORSES NOT ALLOWED.

How many of us realize we are daily observers of history making; that the transition from horses to motors is actually and rapidly taking place, not only in our big cities, but everywhere. The change is, of course, a gradual one. A horse drops out here and a team there, and no one gives it a thought; but if the horses which have been taken off the streets of any large city had been removed in a single day, what a lot of talk it would make! It is the gradual change-like spring merging into summer, which causes us to fail to notice. However, there occasionally appears a real mile-stone on the course, such as happened in London the last day of October, when a big motor company took over the horse omnibus company, the exit of the last horse bus being duly photographed and recorded for historical purposes. The hansom cab, ever a most unstable vehicle, is likewise literally on its last wheels, and a few months hence will know it no more.

In a very few years, says H. H. Windsor in the Popular Mechanics Magazine, we will see signs on prominent streets throughout all our cities. "Horses not allowed on this street," and the motor may then be said to have fully come into its own.

Nor is this condition confined to the city. The country roads for twenty miles out of London, in all directions, formerly were crowded with truck farmers driving their one-horse carts daily to and from the town markets. Now the horses are so few that scores of resting places where refreshments were sold for man and beast have been obliged to go out of business. In Europe, where the street car has never been any too popular, they are already anticipating the time when that means of transportation will be forced from the streets into subways.

With all due respect to the opinion of Mr. Windsor, and although he has our most profound wishes for a long and prosperous life, we venture the assertion, that even he, though he is yet a young man, will not live long enough to see such signs on our city streets.

# ST. LOUIS TRANSFER COMPANY,

ST. LOUIS, MISSOURI,

Agents For All Railroads Terminating at East St. Louis and St. Louis.

GENERAL RECEIVERS AND FORWARDERS,  
RECONSIGNMENT AND DISTRIBUTING AGENTS,  
EXTENSIVE STORAGE WAREHOUSES,  
PASSENGER VEHICLES TO AND FROM UNION STATION,  
BAGGAGE CHECKED FROM RESIDENCES AND HOTELS,  
BAGGAGE AGENTS ON ALL INCOMING TRAINS.

General Offices: 400 SOUTH BROADWAY,

Passenger Office: 506 CHESTNUT STREET.

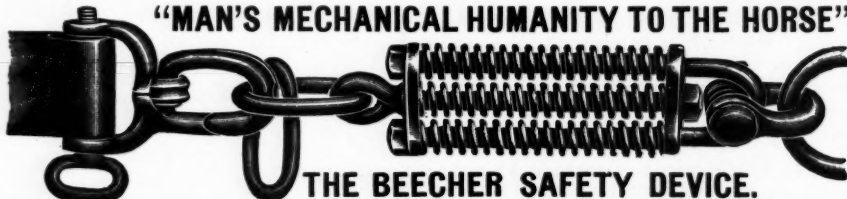
G. J. TANNEY, PRESIDENT AND GENERAL MANAGER.

## Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

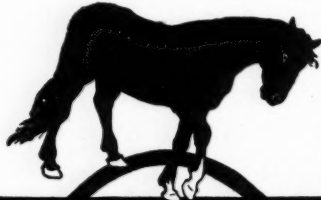
"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,  
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop



## WHEN YOUR HORSE GOES LAME

—When he develops a Spavin, Curb, Splint, Ringbone or any other lameness—don't risk losing him through neglect—don't run just as great a risk by experimenting with unknown remedies—don't pay a big veterinary bill. Use

### Kendall's Spavin Cure

and cure it the quickest and safest way. Read what W. W. Brown of Content, Alta, writes—  
"I have used your Spavin Cure for years and have completely cured Foot Rot in my herd of cattle and Splints and Spavins on horses. I find that it cures wherever it is faithfully applied."

Thousands of other horse owners have had the same experience. For over 35 years Kendall's Spavin Cure has been the old reliable remedy.

It has saved thousands of dollars for horse owners. Go to your druggist—get a couple of bottles to keep on hand. Price

\$1 per bottle—6 bottles for \$5. Ask him also for free book "Treatise on the Horse"—or write direct to us.

Dr. B. J. Kendall Co.,  
Enosburg Falls,  
Vermont,  
U.S.A.



Trade Mark.

## NOTICE TO TEAM OWNERS

Have you ever used German Distemper Remedy? If you have not, call on your Druggist at once and get a bottle and give it a trial.

### German Distemper Remedy

is recommended for the prevention and cure of Distemper, Coughs, Colds and any Glandular Troubles; also is an excellent Tonic. Price Fifty Cents per Bottle at all Druggists, or sent direct. Booklet free.

German Distemper Remedy Co., GOSHEN, INDIANA.

## AN ADVERTISEMENT

IN THE

TEAM OWNERS REVIEW

IS WORTH

ALL IT COSTS—THEN SOME

Write For Rates

THE  
**HOLLENDEN**  
— IS THE HOTEL —  
and  
**CLEVELAND**  
— IS THE PLACE —  
WHERE THE ANNUAL CONVENTION OF THE  
NATIONAL TEAM OWNERS' ASSOCIATION  
WILL BE HELD.  
June 24, 25 and 26, 1912.



The HOLLENDEN has a National Reputation as one of the MOST MODERN  
and UP-TO-DATE HOTELS IN THIS COUNTRY.

Delegates and Guests expecting to attend the Convention, will do well by  
Writing at Once to Reserve Rooms.

European Plan, - - - Rates, \$2.00—\$5.00

**THE HOLLENDEN,** J. H. Thompson,  
Manager.



## The Myers & Shinkle Co.

711 Liberty Street,  
PITTSBURGH, PA.

DRAY RECEIPTS  
RAILROAD RECEIPTS  
ORDER SHEETS  
BLANKS  
BOOKLETS  
BILL HEADS  
LETTER HEADS  
Etc., Etc.

TELEPHONES:  
P. & A. . . . 1056 Main  
C. D. & P. . . 259 Grant

DRAY BOOKS  
BINDERS  
ALUMINUM ORDER  
and  
RECEIPT HOLDERS  
BLANK BOOKS  
INKS, PENCILS, PENS  
Etc., Etc.

## \$15.00 For a BILGER TRUCK

SELF-LIFTING and ROLLER-BEARING  
WEIGHT 55 LBS.

HUNDREDS OF USERS TESTIFY  
BEST BY TEST

15 Days' Trial. YOUR MONEY REFUNDED  
IF NOT SATISFACTORY

**BILGER MFG. CO.**

Ask for  
Catalog.

TRUCKS AND SUPPLIES SOUDERTON, PA.



## *The* COMMERCIAL VEHICLE

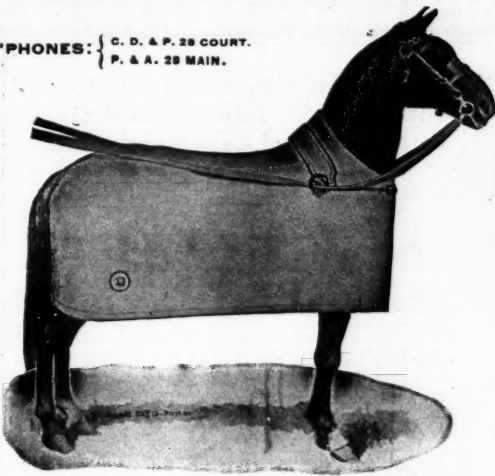
Published Monthly.

231-241 West 39th St. New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

PLEASE MENTION THE TEAM OWNERS' REVIEW, WHEN WRITING TO ADVERTISERS.

PHONES: { C. D. & P. 28 COURT.  
P. & A. 20 MAIN.



We are  
The Original and Only  
Manufacturers of the  
Famous

**STAG BRAND WATERPROOF**

**HORSE  
AND  
WAGON  
COVERS.**

FOR SALE BY ALL LEADING SADDLERS  
THROUGHOUT THE UNITED STATES.

**Pittsburg Waterproof Co.**

435 Liberty Street, PITTSBURG, PA.

## Complete GEARS

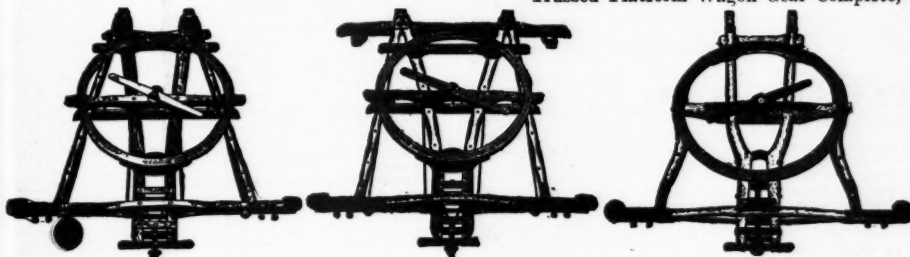
As shown herewith, ready to receive body, for light and heavy work, can be furnished promptly. In ordering, give full descriptions, such as will enable us to make up specifications.

Also Combination  
and Three-Spring  
Gears in several  
styles.



Trussed Platform Wagon Gear Complete, Ready for Body.

**TIMKEN**  
ROLLER BEARING AXLES  
REDUCE THE DRAFT 50%



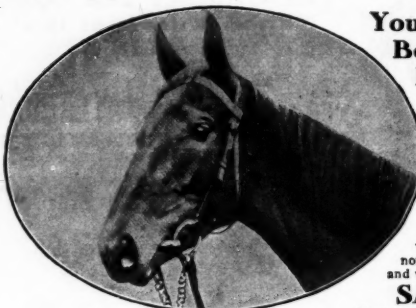
1,000 Styles and Sizes

**"Selle Gears"**

Write for Catalog No. 14

**THE AKRON-SELLE GEAR CO.**

Akron, Ohio, U. S. A.



SCEPTRE

You may own this Standard Horse Book de Luxe—Edited and Written by the Leading Experts—for only

**\$1 DOWN**  
\$1.00 a Month

For only \$1.00 down we will ship you, all charges paid, this superb new two-volume work on the Horse. We have decided to offer the work on the Cassell System of Deferred Payments, to place it in the hands of every appreciative Horse-lover in the country. We know you will agree it is the most beautiful and valuable Horse book you have ever seen, but if you should decide not to keep them you may return the volumes to us at our expense and we will refund your money. You take absolutely no risk.

### SATISFACTION GUARANTEED

Every page of the work is intensely informing; each chapter is "the last word" on the subject, as a perusal of the contributors will make clear; and an inspection will show the book is unquestionably superior, both for the beauty of the illustrations and printing and the value of the text, to the Horse books in print to-day.

# The New Book of the HORSE

## Among the Contributors are:

CHARLES RICHARDSON — Hunting Editor of "The Field" and one of the leading international authorities on the Horse, who deals with the Thoroughbred, Famous Lines and Horses, Steeplechasing, Hunting, etc.

WALTER WINANS — On "The American Trotter."

VERO SHAW—An authority for thirty years on the hackney, on "The Hackney" and "The Hackney Pony."

W. SCARTH DIXON — The Cleveland Bay, a breed he has been in touch with all his life.

CHARLES MACDONALD — The Shire horse, the Clydesdale, the Suffolk horse and the management of heavy breeds.

A. W. COATEN

W. B. WOODGATE

CAPTAIN SCRATCHLEY

Etc., Etc.

Edited by  
**CHARLES RICHARDSON**

Assisted by Eminent Authorities on the Various Breeds

## In Two Superb Quarto Volumes

With 29 full-page plates in colors and several hundred beautiful half-tone reproductions of celebrated horses, carefully printed on heavy plate paper throughout; gilt edges on three sides. The work is issued in two fine bindings—in genuine imported maroon half-morocco leather with special hand stamping in gold, and in cloth and gold. The size of each volume is 9 x 11 3/4 inches. The luxurious dress is thoroughly in keeping with the character of the work, which has already earned the distinction of

## The Standard Guide and Advisor on All Horse Matters

The 67 chapters which comprise the work describe and illustrate every important breed of the Horse. Hundreds of vital Horse topics are thoroughly discussed. Profitable Horse Breeding and the Care of the Horse, in fact, form the very keynote of the book, and every Horse-lover will find the work is, more

than anything else, intensely practical, and profitable to own for its expert advice, as well as a work of art.

## The Veterinary Section Alone Occupies 22 Chapters

Written by Harold Leeny, M.R.C.V.S., Veterinary Editor of "The Field," this voluminous section covers every department of the newest Veterinary Science with relation to the Horse. It is alone worth the price of the book. The advice is expert and thorough; each ailment is treated in a separate chapter, and the pictures and color plates really illustrate the text.

But a personal examination alone will enable you to determine the actual value of the work to you. We know you will appreciate a leisurely inspection of the books in your own home. Why not, then, take immediate advantage of our

## SPECIAL OFFER:

We want you to see and handle this superb two-volume work, for we know you will be charmed with its binding, paper and printing. We want you to examine it thoroughly, for we know you will be quickly impressed with its great practical value. We want you to enjoy perhaps the finest collection of Horse pictures ever put into a book. The price of the half-morocco edition is \$15; in cloth binding \$12. Just send us \$1 with the coupon opposite and you will receive the set, carriage paid. Examine it five days. If you don't want it, notify us, and hold subject to our order. We will then refund your money. If you keep it pay us the balance \$1 a month until paid. (The discount for cash is 5%)

## THE TEAM OWNERS REVIEW,

Renshaw Bldg., - Pittsburgh, Pa.

Breeds and Horse Subjects that are fully dealt with include:

Thoroughbred Horses — Famous Lines — The Female Lines — The Turf — Famous Horses — Steeplechasing — Hunting and Hunters — Fox-Hunting — Hunters and their Breeding — The Hackney — The Hackney Pony — The Cleveland Bay — The Yorkshire Coach Horse — Polo and Polo Ponies — Ponies — The Shire Horse — The Clydesdale Horse — The Suffolk — Management of Heavy Horses — Coaching — Driving and Carriages — Riding and Horse Shows — Horse-Breeding and Breeds on the Continent, Etc., Etc.

The  
Team  
Owners  
Review  
Renshaw Bldg.,  
Pittsburgh, Pa.

WRITE US AND MAIL TODAY

Name.....  
Occupation.....  
Address.....

If half-morocco binding is desired, change \$12 to \$14.

PLEASE MENTION THE TEAM OWNERS' REVIEW, WHEN WRITING TO ADVERTISERS.

# TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

## ALBANY, N. Y.

**SECURITY  
STORAGE AND WAREHOUSE CO.**  
Natural Distributing Point for Eastern New York and New England.  
Storage, Forwarding, Re-Shipping.  
105 MONTGOMERY ST.

## BOSTON, MASS.

"WE MOVE EVERYTHING."  
**R.S. Brine Transportation Co.**  
43 India Street,  
TRUCKING, FORWARDING AND RIGGING,

## BUFFALO, N. Y.

**THE BUFFALO STORAGE  
AND CARTING CO.**  
Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.

## BUFFALO, N. Y.

**Niagara Carting Co.**  
223 Chamber of Commerce.  
**GENERAL CARTAGE & STORAGE,**  
Transferring Car Load a Specialty.

## BUFFALO, N. Y.

**O. J. Glenn & Son**  
EVERYTHING IN THE LINE OF MOVING,  
CARTING, PACKING, STORAGE.  
Office, 43 Church Street.

## CANTON, OHIO.

**Cummins Storage Co.**  
310 East Ninth Street,  
STORAGE, DRAYING, PACKING AND  
FREIGHT HANDLING A SPECIALTY.  
Unsurpassed Facilities for Handling Pool Cars

## CHICAGO, ILL.

**TRANS-CONTINENTAL FREIGHT CO.**  
Forwarders of Household Goods,  
Machinery and Automobiles.  
Reduced Freight Rates to and from all  
principal points west.  
General Office, 302 So. Dearborn St.,  
New York Office, 29 Broadway,  
Boston Office, 1004 Old South Bldg.

## CLEVELAND, OHIO

**The General Cartage  
and Storage Company.**  
No. 1111 Superior Viaduct.  
**CARTAGE, STORAGE & PARCEL DELIVERY**  
Car Loads Distributed and Forwarded.

## COLUMBUS, OHIO.

"We Deliver The Goods"  
**The American Delivery Co.**  
352 N. High St.  
**Transfer. Storage.  
Forwarding.**  
H. G. Stouffer, Manager.

## DENVER, COL.

**THE WEICKER  
Transfer and Storage Co.**  
Office, 1033 Seventeenth Street.  
New Fireproof Warehouse on Track,  
1447 to 51 Wynkoop Street.  
Storage of Merchandise and Household Goods.  
Distribution of Car Lots a Specialty.

## DES MOINES, IOWA.

**BLUE LINE TRANSFER  
& STORAGE COMPANY.**  
GENERAL STORAGE, CARTING,  
PACKING AND SHIPPING.  
FIRE PROOF WAREHOUSES

## DES MOINES, IOWA.

**MERCHANTS TRANSFER AND  
STORAGE CO.**  
WAREHOUSEMEN  
AND  
FORWARDERS.  
General Offices: . . . Union Station

## DETROIT, MICH.

**THE READING TRUCK CO.**  
Office & Warehouse, Sixth & Congress Sts.  
**GENERAL CARTAGE AGENTS,**  
For Wabash and Canadian Pacific Railways.  
SUPERIOR FACILITIES FOR HAULING AND  
ERECTING ALL KINDS OF MACHINERY.

## EL PASO, TEXAS.

**WESTERN TRANSFER & STORAGE CO.**  
518 SAN FRANCISCO ST.  
Forwarders and Distributors,  
Trucking of all kinds,  
Distribution cars a specialty.  
Warehouse on Track.

## ERIE, PA.

**THE ERIE STORAGE  
AND CARTING CO.**  
Packers of Pianos and Household Goods, Storage, Carting and Parcel Delivery.  
Warehouse Siding, switching to all lines

## FORT WAYNE, IND;

**Brown Trucking Co.**  
Moving, Carting, Storage and  
Distributing,  
125 W. Columbia Street.

## FORT WORTH, TEXAS.

**BINYON TRANSFER & STORAGE CO.**  
FRONT AND THROCKMORTON STS.  
Receivers and Forwarders of Merchandise, Furniture Stored, Packed Shipped and Moved.  
Hauling of Safes, Machinery and Freight a Specialty. Telephones 187-

## HARTFORD, CONN.

**The Bill Brothers Co.**  
**TRANSFER & STORAGE,**  
Special Facilities for Moving Machinery, Safes, Furniture, Pianos, etc.  
**STORAGE WAREHOUSES** with separate  
apartments for Household Goods, and  
Railroad Siding for Carload Shipments

## HELENA, MONT.

**Benson, Carpenter & Co.**  
**RECEIVERS & FORWARDERS**  
Freight Transfer and Storage Warehouse  
Handling "Pool" Cars a Specialty  
TRACKAGE FACILITIES

## HOLYOKE, MASS.

**THE  
Sheldon Transfer Co.**  
Express Trucking, Heavy Teaming,  
General Forwarders.

## HOUSTON, TEXAS

**WESTHEIMER  
WAREHOUSE CO.**  
Storage and Distributing.  
Fire Proof Warehouse. Separate Locked Rooms.

PLEASE MENTION THE TEAM OWNERS' REVIEW, WHEN WRITING TO ADVERTISERS.

**TRANSFER COMPANIES' DIRECTORY—Continued.****LEOMINSTER, MASS.**

**W. K. MORSE,**  
Light and Heavy Trucking of All Kinds,  
Office and Stables, rear 83 Mechanic St.  
Residence, 147 Whitney St.

**MANSFIELD, OHIO.**

**COTTER**  
Transfer and Storage Co.  
General Hauling and Storage.

**MILWAUKEE, WIS.**

**Kinsella Transfer Co.**  
617 CLINTON ST.  
WE MOVE EVERYTHING.  
ALL KINDS OF TEAMING.

**MINNEAPOLIS, MINN.**

**CAMERON'S**  
Transfer & Storage Co.  
200 Nicollet Avenue,  
Unsurpassed facilities for Storing,  
Handling, Transferring and  
Forwarding Merchandise  
and Household Goods.

**NEW HAVEN, CONN.**

**The Peck & Bishop Co.,**  
Offices, 183-185 Orange St., 25 Union St.,  
Passenger Depot.  
Best of Facilities for Moving Furni-  
ture, Pianos, Safes, Machinery, Etc.  
STORAGE WAREHOUSE.

**NEW LONDON, CONN.**

**B. B. GARDNER,**  
18 Blackhall Street,  
Piano and Furniture Packer,  
Mover and Shipper.  
Safe Mover.  
Freight and Baggage Transfer.  
STORAGE.

**NEW YORK, N. Y.**

**The Meade Transfer Co.**  
GENERAL  
FREIGHT FORWARDERS.  
Transfer Agents of the  
Pennsylvania R. R. and Long Island R. R.  
MAIN OFFICE, P. R. R. PIER, 1 N. R..

**OIL CITY, PA.**

**CARNAHAN**  
TRANSFER & STORAGE CO.  
STORAGE AND PACKING.  
PIANO MOVING A SPECIALTY.

**PHILADELPHIA, PA.**

**C. J. McDERMOTT**  
**DRAYMAN**  
Hauling of all Kinds Promptly  
Attended To  
Both 'Phones 121 N. Fourth Street

**PITTSBURGH, PA.**

**HAUGH & KEENAN,**  
Storage and Transfer Co.  
Centre and Euclid, E. E..

**PITTSBURG, PA.**

**W. A. Hoeveler Storage Co.**  
General Office, 1150 Penn Ave.  
Packers, Movers, Storers and Shippers of Works  
of Art, Furniture and Household Goods.

**PITTSBURG, PA.**

**Weber Express & Storage Co.**  
4620 Henry Street,  
Moving, Packing and Storing of  
Furniture and Pianos.  
General Hauling.

**PITTSBURGH, PA.**

813 W. Diamond St, North Side.  
**J. O'NEIL**  
Express and Storage,  
Unsurpassed Facilities for Storing,  
Handling, Transferring and  
Forwarding Goods.

**PORTLAND, MAINE.**

**CHASE TRANSFER CO.**  
GENERAL FORWARDING AGENTS  
Eastern Steamship Co., Maine Steamship  
Co., Grand Trunk Ry.  
Special attention to Carload Consignment.  
FRANKLIN WHARF,

**PORTLAND, ORE.**

**NORTHWESTERN TRANSFER**  
COMPANY,  
64 and 66 Front St.  
General Forwarding Agents,  
Special Attention Given To Pool Cars.

**SCRANTON, PA.**

**G. W. Brown**  
Office: Lackawanna and Cliff Streets,  
**DRAYMAN AND RIGGER.**  
Largest and Most Complete Warehouse in  
N. E. Pennsylvania.  
STORING, TRANSFERRING AND FORWARDING

**ST. LOUIS, MO.**

**COLUMBIA TRANSFER CO..**  
Special attention given to the  
distribution of car load freight.  
Depots: St. Louis, Mo., & East St. Louis, Ill.

**ST. LOUIS, MO.**

**ST. LOUIS**  
Transfer Company,  
400 South Broadway,  
Agents for All Railroads Terminating at  
East St. Louis and St. Louis.

**TOLEDO, OHIO.**

**The Toledo Warehouse Co.**  
"Quick Shippers"  
Agricultural Implements, and all kinds  
of Merchandise, transferred and stored.  
Three Warehouses on the  
Toledo Terminal Railroad Co.

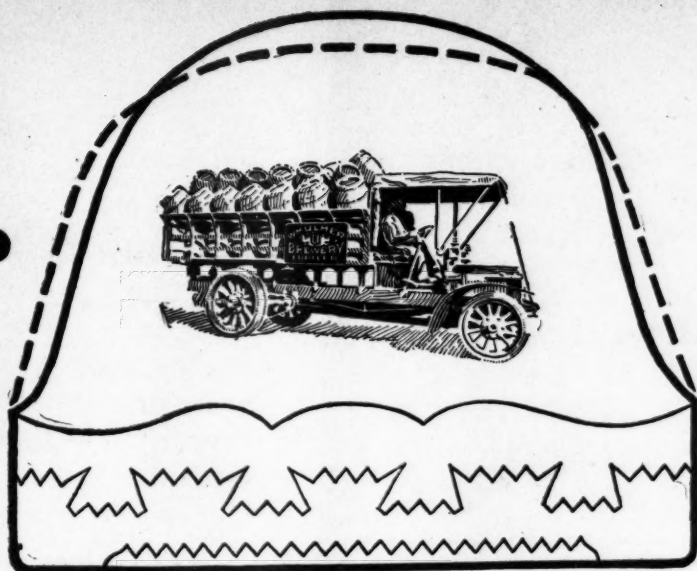
**TRENTON, N. J.**

**PETRY'S EXPRESS**  
Piano and Furniture Movers.  
Heavy Trucking and delivery  
work of every description.  
**AUTOMOBILE MOVING VANS.**  
320 E. STATE ST. L. D. Phone 451.

**DEBO**  
**TRANSFER**  
**COMPANY**

**MOVING**  
**CARTING**  
**STORAGE**  
**BUFFALO, N.Y.**

PLEASE MENTION THE TEAM OWNERS' REVIEW, WHEN WRITING TO ADVERTISERS.



## No breaks at the base

You are blinding yourself to a big item of possible tire cost if you do not consider the construction of the base. Two tires of different makes may each run 10,000 miles and yet one will cost much more per mile than the other.

The Goodrich "wireless" method of fastening tire to rim does away with all internal metal fastening devices. It absolutely prevents the tire from giving 'way at the base before full wear on the tread has been obtained; a frequent cause of sudden disability while truck is in service and consequent expense through "dead time."

This is one of the logical reasons why Goodrich Wireless Truck Tire stays on and gives 10,000 miles and upward of uninterrupted service. There are other reasons:

- 1: Tire and rim a perfect unit. The tire proper is built on a dovetailed steel base, into which the hard rubber sub-base is keyed—making sidewise movement impossible. A transverse key on the outer side prevents circumferential movement or "creeping."
- 2: The tire was scientifically patterned so that it would assume, under load, the shape that gives it the greatest traction and resiliency, without damaging distortion. (Normal and load contours shown in outline illustration above.)
- 3: The rubber compound of the tread is so tough that you can hardly stick a pin into it. Full wear on this tread means far more than "full wear" on the ordinary tire tread. It is a perfect combination of extreme toughness with resiliency.

Many imitations of the Goodrich Wireless are now springing up. But remember we were the first to bring out the steel base tire in America. The Goodrich is the only wireless tire that has been perfected to meet American conditions. The shape, quality of rubber, and the distinctive wave-line of contact between soft and hard rubber are Goodrich features. Buy the original.



The B. F. GOODRICH CO.,  
AKRON, O.

Largest in the World  
Branches in the Wholesale Tire  
Principal Cities Depots Everywhere

# GOODRICH WIRELESS

Built on Steel TRUCK TIRES Wear like Steel

THE TEAM OWNERS REVIEW.

ONE SET **FREE**—CHARGES PREPAID

(To Each Concern Having Its Own Horseshoer.)

# CAT-FOOTS FAMOUS GERMAN PAVEMENT SHOES.

Not an Experiment—Germany's Pride For 30 Years.



FRONT.  
Edges of Frame Close Over  
Rope in Use.



BACK.



With Twisted Tarred Hemp  
Rope Removed Showing  
Pins That Hold Rope.

Cushion Shoes absolutely non-slipping on asphalt and all other pavements.

Cat-Foots last longer than ordinary shoes, pads, and combination shoes, and cost less.

## WHY CAT-FOOTS ARE DIFFERENT FROM AND BETTER THAN PADS AND COMBINATION SHOES:

The rope immediately fills with gravel and small pebbles, forming a cement-like friction surface—rubber and combination fibres wear smooth and must slip.

This surface wears down only with the iron frame and a layer of rope remains as long as the shoe.

**SIMPLE, LIGHT, EASILY FITTED, QUICKLY PUT ON.**

The common shoe in Berlin and other large German cities—in the Army, in the Emperor's stables, in the Post Office, in the Fire Departments, in omnibus lines, in trucking, and wherever horses are used.

Recommended by Veterinary Surgeon General of German Army as preventing and relieving 50 to 75 per cent. of all foot and leg troubles and horse accidents and in vastly increasing the work which a horse can do without overstraining at all times of the year.

Write for a free set today, giving size, stating that you employ your own horseshoer, and sending name and address of your supply house.

If you don't have your own horseshoer, send name and address of one you patronize and we will send a set to him if you are first in your city to apply.

CURE 90%  
OF  
INTERFERERS

**The Rowe Ring-Point Co.**  
Hartford, Conn.

FREE ILLUSTRATED LEAFLET.

THIS OFFER  
WILL NOT  
APPEAR AGAIN

**CAT-FOOTS OUTLIVED ALL PADS AND COMBINATION SHOES IN EUROPE.**

When answering advertisements please mention THE TEAM OWNERS REVIEW.